



MoDOT RESULTS

Accountability. Innovation. Efficiency.

2007-2016



MoDOT

MoDOT RESULTS

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“We will do the best we can with
what we have for as long as we can.”

MoDOT Delivers Results

The Missouri Department of Transportation is mission-centered. By focusing on customers and providing transparent measures of our progress, MoDOT maximizes efficiencies. We deliver results and redirect savings to Missouri's state transportation system.

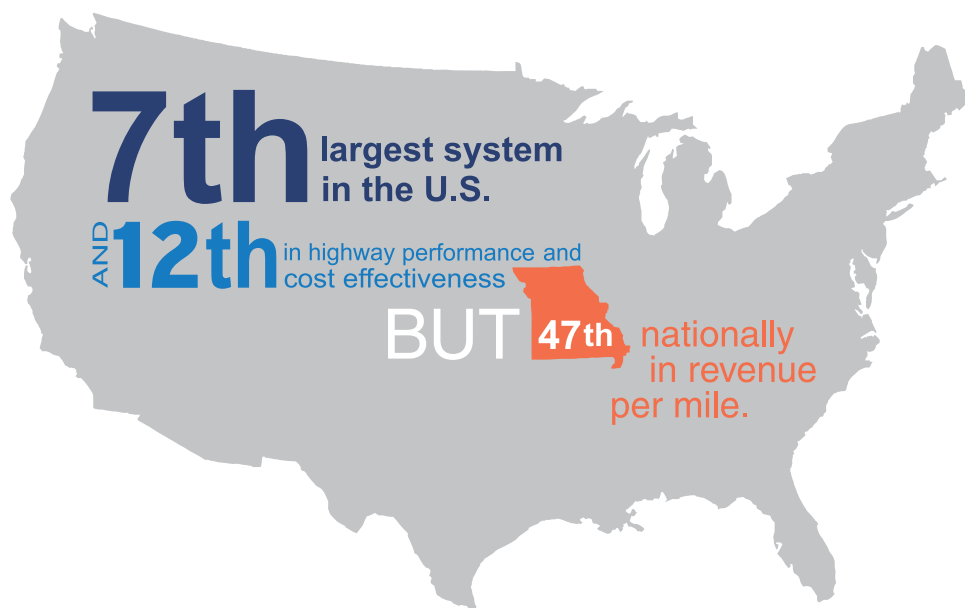
Since 2007, MoDOT documented more than **\$4.5 billion** in one-time or on-going savings. This includes redirection of \$400 million efficiency savings in 2016 to roads and bridges and \$623 million in savings to our customers.

Also, in 2016, MoDOT earned its 17th consecutive clean opinion from its independent auditors, RubinBrown. The audit, required by state law and bond terms, goes beyond statutorily required financial reporting and demonstrates MoDOT's commitment to transparency.

Our strong values and customer focus drive us to deliver results that other states seek to imitate.

We deliver. The 7th largest system of highways in the nation is in good condition and MoDOT's customer satisfaction ratings are the envy of private organizations.

Through accountability, innovation and efficiency, MoDOT will do the best we can with what we have for as long as we can, keeping our commitment to preserve the transportation system which is essential to Missouri's economic growth.



ACCOUNTABILITY

RESULTS DRIVEN

SAFETY

Be Safe

Be Accountable

SERVICE

Be Respectful
Be Inclusive

Be Bold

Be Better

STABILITY

Be One Team
So we can be a
great organization

What is important to Missourians when it comes to transportation?

We asked. Our customers and business leaders helped define the direction we need to take. Missourians want smooth roads, good bridges and safe travel with more transportation options and economic opportunities.

We invite Missouri's regional planning groups to bring local needs to the table. Together, we consider available funding, safety, mobility needs and infrastructure condition. We then come to consensus on the priorities that form the department's Statewide Transportation Improvement Plan. Missouri's collaborative planning framework earned an **American Association of State Highways and Transportation Officials (AASHTO) President's Transportation Award** and became a national model.

We developed a system of performance metrics to deliver these results while being good stewards of the state's transportation dollars.

Tracker, MoDOT's performance improvement framework, holds us accountable. Tracker promotes transparency in our organization's efforts to uphold its core values: **safety, service and stability**.

MoDOT's culture of accountability, innovation and efficiency drives the results.



Having goals isn't enough. With the help of our partners, we continuously improve our performance and hold ourselves accountable to our customers.

RESULTS



MAINTENANCE

TAKING CARE OF OUR SYSTEM

High Performance; Low Cost

The Reason Foundation ranked Missouri **12th in highway performance and cost effectiveness** and **2nd lowest in administrative costs**.



SAFETY

KEEPING ALL TRAVELERS SAFE

\$5.1 billion in Crash-Reduction Benefits

System wide safety improvements including rumble stripes, guard cable and sign improvements save lives, prevent serious injuries and provided travelers an estimated \$755 million in crash-reduction benefits between 2010 and 2014. These benefits continue to increase the safety of Missourians and our visitors.



ECONOMIC DEVELOPMENT

INVESTING IN ECONOMIC GROWTH

\$7.6 Million in Annual Customer Savings and \$67.8 Million in Total Customer Savings

Missouri's economic health depends on the efficient movement of the goods it produces and consumes. MoDOT Carrier Express, our first-in-the-nation online business portal, streamlines Missouri-based motor carriers' business transactions with the state — getting their drivers and the products they haul on the road in record time. The system, a **Computerworld Honors Laureate** honoree, saves customers \$7.6 million annually.



CONNECTIONS & CHOICES

PROVIDING ALL MODES OF TRANSPORTATION

500 Million Tons of Freight

MoDOT works to improve connections and choices for travelers and businesses. By partnering with railroads to invest in corridor improvements, Missouri's Amtrak ridership grew 68 percent since 2007. Increased investment in Missouri ports improved capacity and operation. Missouri's ports process more than 500 million tons of freight each year – the equivalent of 19 million truckloads.

INNOVATION

CULTURE OF CONTINUOUS IMPROVEMENT



Continuous focus on results drives the department to excellence. The Excellence in Missouri Foundation honored MoDOT with the **Missouri Quality Award**.

The award, modeled after the prestigious Malcolm Baldrige National Quality Award, is the official state recognition for excellence in quality leadership. Only one other state agency has earned the award.

We've earned many more prestigious awards. Most recently, MoDOT earned the **AASHTO Francis B. Francois Award** for an innovative, mobile technology-based real time alert system which warns of changes in traffic flow.

From the grassroots to the top of the department, MoDOT empowers employees to take educated risks and to accept failure as a learning experience. Innovation is woven into MoDOT's culture and is embraced by our partners.

We've offered our state as a laboratory for transportation innovation. MoDOT's "Road to Tomorrow" effort combines the works of private industry, innovators, entrepreneurs and the general public to explore innovative techniques, products and funding streams. An approximate four-mile stretch of I-49 is a technology integration lab where ideas are put to a road test. Literally.

The cost savings from these and other innovations are re-invested to improve our customers' transportation experience and enhance Missouri's economic development opportunities.

“Innovation is woven into MoDOT's culture and is embraced by our partners.”



RESULTS



BEST PRACTICES

A NATIONAL LEADER

Every Day Counts

MoDOT is a national leader in FHWA's Every Day Counts and the Strategic Highway Research Program. Since 2011, as a model or lead state, MoDOT implemented 49 of the 50 EDC innovations. MoDOT shared our innovations in stakeholder partnering, soliciting contractor innovations, eConstruction, 3D engineering models, smarter work zones, performance management, streamlining of locally administered Federal Aid projects and traffic incident management training with other states.



DESIGN CONCEPTS

STATE-OF-THE-ART DESIGN

\$96.8 Million in Savings

Missouri is home to the first-in-the-nation **Diverging Diamond Interchange**. Completed in Springfield, Mo., in 2009, it solved major traffic and safety issues at a much lower cost than traditional interchange design. The design concept was studied or adopted by 46 other states, earned an **AASHTO America's Transportation Award** and is employed in 18 additional Missouri intersections.



INNOVATION

INNOVATIONS CHALLENGE

200 Best Practices

Innovations Challenge, a grassroots effort unique to MoDOT, became a national model. Employees are encouraged to submit their innovations to improve safety, efficiency, and productivity. Since 2007, the Innovations Challenge generated more than 1,000 employee innovations with 200-plus chosen as MoDOT best practices.



USE OF RESOURCES

RECYCLED MATERIALS

\$232.9 Million Saved from 2007-2016

Like many other organizations, MoDOT recycles office paper, ink cartridges and the like. In addition, we use recycled shingles, tires, asphalt and other materials to deliver the best pavement with cost — and the environment — in mind.

EFFICIENCY

COST SAVINGS

MoDOT's focus on customers and results delivers a high return on investment for every dollar Missourians invest in transportation.

We realized years ago that we could not provide customers' top needs without a change to the way we do business. We decided: we will do the best we can with what we have for as long as we can.

By reexamining all we do from project design to daily operation, we were able to identify savings and transfer funds to meet more customer expectations. That wasn't enough.

In 2010, we began a reduction of 124 facilities, 750 pieces of equipment and 1,200 employees (19 percent) resulting in \$751 million reinvested in roads and bridges through 2016.

DELIVERING RESULTS

We continue to complete projects on budget and on time.

State Fiscal Year 2016
514 projects completed

2.6 percent under budget
92 percent completed on time.

Over the last 10 years
4,661 projects worth
\$12.6 billion completed

6.8 percent (\$925 million) under budget
94 percent completed on time.

RESULTS

PRACTICAL DESIGN

DESIGNING FOR EFFICIENCY

\$1.5 Billion Savings

MoDOT is the birthplace of the Practical Design concept. Under the rallying cry of “Build Chevys – not Cadillacs,” MoDOT focused on core traveler needs and controlled costs. The effort earned the **AASHTO President’s Transportation Award** and became a Federal Highway Administration standard.

PRACTICAL OPERATIONS

CUSTOMER PRIORITIES

\$391 Million in Total Savings

MoDOT focuses on citizen priorities when redesigning everyday operations.

By optimizing striping operations, installing more efficient LED signals, reassessing signing priorities and using incarcerated crews where practical, \$40.8 million more is available for roads and bridges annually.

INNOVATIVE FINANCE

FINANCIAL RESPONSIBILITY

\$37.3 Million in Additional Savings

MoDOT refinanced and paid off some bond debt years early, saving \$37.3 million for roads and bridges.

\$1.2 Billion in Additional Funds

Communities contribute to state highway projects to receive needed upgrades faster. If custom, decorative work is desired, those costs are contributed, too. Since 2007, locals shared \$1.2 billion of project costs.

INNOVATIVE CONTRACTING

INNOVATIVE PROCUREMENT

\$118 Million Redirected to Roads and Bridges

MoDOT project bid terms are based on final product performance. Contractors innovate to meet the needs. Looking to copy private sector success, legislators authorized a successful trial of Design-Build bidding – all three initial projects earned national recognition. With expanded permission, MoDOT completed eight Design-Build projects with five more to follow.

CONTACT

For More Information

ADDITIONAL INFORMATION

Citizens Guide to Transportation Funding in Missouri

www.modot.org/guidetotransportation/

TRACKER: Measures of Performance

www.modot.org/about/Tracker.htm

Appendices and Additional Documents

www.modot.org/Results/Documents.html



www.modot.org
888-ASK MODOT
(275-6636)





SUMMARY

MoDOT RESULTS

State Fiscal Year	MoDOT Savings	Customer Savings*	Additional Funding**
2007	\$595,846,946	\$344,958,353	\$63,913,000
2008	\$474,434,896	\$421,027,196	\$213,557,889
2009	\$377,755,931	\$488,728,258	\$87,868,789
2010	\$622,415,075	\$561,021,433	\$285,613,912
2011	\$418,855,240	\$556,855,531	\$78,533,400
2012	\$425,785,275	\$610,310,346	\$117,916,739
2013	\$382,612,983	\$613,865,791	\$133,620,140
2014	\$379,675,228	\$611,207,117	\$68,390,228
2015	\$397,633,136	\$503,131,850	\$135,039,012
2016	\$399,894,940	\$625,314,878	\$76,962,359
Total	\$4,474,909,650	\$5,336,420,753	\$1,261,415,468

See Summary of MoDOT Results Appendix for specific details.

* Based on safety benefits and 3rd party documented customer savings.

** Excludes funding from federal earmarks and American Recovery and Recovery Act (ARRA) funds.

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SUMMARY OF MoDOT RESULTS

Year(s)	Innovation/Efficiency	Total MoDOT Savings	Total Customer Savings	Total Additional Funds	Cost-Benefit Details
2007-2011	Practical Design Emphasis	\$1,500,000,000			MoDOT saved millions by replacing standard highway practices with practical design concepts. Building without frills allows us to address more customer needs than previously possible.
2010-2016	MoDOT's Bolder Five-Year Direction	\$751,000,000			By reexamining everything we do, MoDOT achieved substantial savings through the sale of obsolete facilities and equipment and a significant workforce reduction (1,200 employees). We transferred these savings to meet customers' road and bridge expectations. This effort began in 2010. Savings are reinvested in the Missouri highway system.
2011-2016	Building Slim Shoulders Where None Existed	\$627,202,000	\$168,041,495		MoDOT installed 5,917 lane miles of shoulders and rumble strips on rural highways where there were none. Using a 2-foot standard rather than the 4-foot shoulder required for major roads made this possible. The result - a 30 percent reduction in run-off-road severe crashes. Engineered shoulders helped drivers regain control. The paving cost of a 2-foot versus a 4-foot shoulder saves \$106,000 per mile and reduces the cost to obtain sufficient right-of-way.
2007-2016	Alternating Passing Opportunities with Shared 4-Lane Design	\$330,463,000			A shared 4-lane can be thought of as a 2-lane road featuring a passing lane that alternates every mile or so between opposing traffic. This provides safe opportunities for drivers in both directions to pass slower vehicles. Four Missouri highways use the 4-lane approach, totaling 117 centerline miles. Savings shown here reflect the difference in cost between building traditional 4-lane highways and the shared 4-lane approach. Traveler savings in time and fuel costs are not shown, but are thought to be significant.
2007-2016	Engineering Reviews Enhance Value	\$236,882,395			Before design and construction projects can be called complete, consultants or sharp-eyed co-workers review methods and procedures. The ideas they offer often improve project practicality and the bottom line.
2007-2015	Paving With Recycled Materials	\$232,857,311			As asphalt costs rose in other states, MoDOT's emphasis on asphalt pavement recycling and use of used roofing shingles in pavement mix helped contractors keep the average bid price per ton of asphalt steady in Missouri. The use of recycled asphalt can reduce material costs by \$5-10 per ton. This effort began in 2004 and savings are ongoing.
2007-2016	Offender Work Crews	\$195,789,538			The Missouri Department of Corrections partners with MoDOT to allow 470 offenders to perform labor-intensive work. This allows MoDOT focus its resources on more skilled tasks.
2009-2016	Nation's First Diverging Diamond Interchange	\$96,800,000			Springfield, Mo., is the site of the first-in-the-nation diverging-diamond interchange. Initial estimates for traditional interchange improvements at Interstate 44 and Mo. 13 were estimated at \$10 million with up to 2 years to complete. Changing the design to a DDI reduced project costs to \$3.2 million and it was built in 6 months. This innovative and cost-effective interchange design handles high traffic volumes so efficiently that 19 now exist in Missouri. Nearly all other states have followed suit, with at least one DDI of their own.

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2011-2016	Optimizing Pavement Striping Strategies	\$86,400,000			Because we found that stripes on low-volume highways show less wear than those on major roads, we chose to extend the duration of the minor route restriping schedule. As a result, we sold 30 percent of our specialized striping equipment and reassigned employees to other needed work. This approach maintains traveler safety and meets customer expectations .
2007-2016	At-Grade Crossing Conversion to J-Turn	\$79,800,000	\$179,789,281		<p>J-Turns, a cost-effective alternative to an overpass, reduce the number and severity of crashes at at-grade highway intersections. Traditional interchanges cost \$5-10 million to build. J-Turns average cost is \$800,000. At locations where J-Turns were installed, crashes are down 25 percent and those incidents result in 88 percent fewer fatalities.</p> <p>This design innovation allows us to address a minimum of six severe crash sites with the same money it would take to build a single traditional overpass. MoDOT's first J-Turn was built in 2007.</p>
2010-2016	Sign and Post Inventory Reduction	\$60,100,000			As MoDOT reduced the number of maintenance buildings, we reevaluated the quantity of signs and posts kept in inventory. Materials are drawn from supplies on hand until we reach the new, lower reorder point.
2010	Achieving the Improbable With Design-Build Approach	\$60,000,000			<p>In the early 2000s, Missouri's legislators authorized MoDOT to use a design-build approach on three projects to demonstrate whether the public sector success of this innovative bid-build approach could be replicated in public works. The kclCON project, a realignment of Interstate 29/35 and construction of a new, landmark Missouri River bridge, was one of the three projects.</p> <p>The kclCON project also marked MoDOT's first use of the Highways for Life approach. Concentrating on advanced, longer-lasting highway infrastructure components and employing best practices, construction was completed more efficiently, with less impact on travelers.</p> <p>The kclCON project cost \$60 million less than the traditional approach to a project of this size.</p>
2007-2016	Alternate Pavements	\$42,278,865			Since October 2003, the alternate bidding process in MO has resulted in the average number of bidders per project rising to 5.5. The three-year average asphalt price/ton for alternate paving projects is 5.1% below that for non-alternate projects, and the three-year average concrete price/CY for alternate paving projects is 8.6 percent below that for non-alternate projects. Overall, it shows a decrease in asphalt prices on alternate bid projects. From 2003 to 2007 an estimated \$17 million in savings has been realized.
2007-2016	Innovative Finance	\$37,301,904			MoDOT refinanced and paid off some bond debt years early, allowing millions to be directed to Missouri's roads and bridges.

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2007-2016	Converting Roadside Assets to Truck Parking	\$29,664,789			<p>Though other states have shuttered rest areas in an attempt to save money Missouri converted 22 obsolete and expensive-to-maintain rest areas and weigh stations to basic truck parking areas.</p> <p>The costs of decommissioning these sites is quickly recouped. When converted, there is no need for building cleaning services, site maintenance or water. Electricity costs are slashed.</p> <p>Motor carriers praise Missouri. The conversions doubled the number of publicly provided truck parking spaces in the state, making it easier to find a safe place to sleep. Rested drivers are safer drivers.</p>
2007-2016	Rethinking Over-estimate Contractor Bids	\$25,366,314			<p>When contractor bids come in above initial estimates, MoDOT takes another look. Often we discuss cost-saving adjustments with industry, such as eliminating unnecessary contractor risk, then release the proposal for new, nearly always lower-cost bids.</p>
2007-2011	Acceptance of Alternate Technical Concepts	\$15,250,000			<p>Bidders sometimes propose an alternative technical concept when presented with a MoDOT-supplied base design configuration, project scope, design criteria or construction criteria. ATCs often provide solutions that are equal or better to the original bid requirement.</p> <p>ATCs provide flexibility to the bidders in order to enhance innovation and achieve efficiency.</p> <p>ATCs have been used on multiple projects since 2007, including the Stan Musial Veterans Memorial Bridge in St. Louis. ATCs resulted in \$7.5 million in savings on the \$229 million dollar project.</p>
2009-2016	Efficient Traffic Signal Design	\$12,075,000			<p>By merging multiple software contracts into one and scrutinizing every aspect of traffic signal design and operation, we found efficiencies and now transfer more than \$1.5 million from traffic signal budgets to road and bridge work each year. We shared our discoveries with Missouri cities, counties and developers. As a result, the savings opportunities stretch beyond MoDOT alone.</p>
2007-2016	Converting Signals to LED Lighting	\$9,512,610			<p>Replacing incandescent signal bulbs with LED lighting results in remarkable energy savings. Also, because LEDs last longer, they are changed less often, resulting in lower labor costs. MoDOT's LED efforts saved \$9.5 million in energy costs since 2007, earned an AASHTO Sweet Sixteen award and is emulated by other states.</p>
2011-2016	Mowing Smart	\$9,000,000			<p>Starting in 2011, MoDOT adjusted our mowing schedule on low-volume highways to shift more of the budget to Missouri's roads and bridges each year.</p>
2007-2016	Fighting Snow with Beet Juice and Salt Brine	\$6,748,620			<p>Salt brine, a liquid solution, soaks into pavement. It is used to pretreat roads for expected storms because rock salt is scattered by passing traffic.</p> <p>Beet juice is a waste product of sugar production. The sticky substance helps rock salt adhere to pavement, increasing the effectiveness of MoDOT's winter storm activity. Both innovations reduce MoDOT's salt usage.</p>
2007-2016	Bridge Redecking Template	\$6,746,850			<p>When bridge supports are in good shape, MoDOT redecks older bridges rather than replacing the entire structure. MoDOT uses a standard template for the design of bridge redecking projects to save design time and costs. Travelers enjoy the design time savings and Missourians benefit from cost savings.</p>

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2011-2016	Achieving Savings Through Research	\$4,800,000			MoDOT actively pursues academic and other research to discover new methods to drill bridge support shafts. Methods derived from spread footing geotechnical research conducted in 2011, for example, will save \$100,000 in a typical year.
2007-2016	TowPlow - Missouri-Made Snow Fighter	\$3,637,116			The TowPlow was created by a former MoDOT employee 12 years ago. The TowPlow blade swings out to the side of a snow plow-equipped truck to help clear more lane miles with fewer trucks and operators. MoDOT includes 83 TowPlows in its snow-fighting arsenal. Many other four-season states investigated our success and obtained TowPlows for their own fleets.
2011-2016	Sign Design Modifications	\$3,000,000			MoDOT designs as many signs as possible to fit on existing posts, resulting in significant savings. This simple approach has saved \$3 million since 2011.
2007-2016	Durable, Informative Emergency Reference Makers	\$2,600,000			The federal standard calls for a single mile marker sign with nine reflective delineators spaced evenly between each sign. MoDOT sought and received permission for the variation. The five signs per mile prove much more durable than the nine reflective delineators. MoDOT recouped the cost of the signs realizing savings in materials and maintenance costs. MoDOT enjoys the overwhelming support of EMS personnel and 911 operators for the decision. Interstate travelers can now provide more accurate location information to dispatchers when they call for emergency services, speeding response time.
2007-2016	Efficiently Mitigating Wetland Impacts	\$1,984,344			Wetland banking allows MoDOT to mitigate for wetland impacts by creating large, single wetland sites or commercial banks. This program reduces the realty, construction and maintenance burden for wetland mitigation on individual projects.
2010-2016	Achieving Efficiency with Bridge Analysis Software	\$1,830,472			New LARSBridge software helps bridge engineers more quickly and accurately conduct structural analysis for the movement of specially-permitted super-heavy truckloads. The quicker response and more accurate restrictions save motor carriers time and money while reducing the need for staff resources and improving bridge preservation efforts.
2012-2016	Streamlining Survey Costs with Light Detection and Ranging (LiDAR)	\$1,500,000			LiDAR instruments measure distance to a target by illuminating it with a laser light. Adopting this technology reduced the cost of survey design.
2014-2016	Modifying Chevron Sign Spacing	\$1,403,001			MoDOT adopted federal standard spacing for installation of chevron signs in curves, eliminating the need for an engineer's field visit. The change also reduced the need for an average of two signs per curve, a savings of \$720 on each.
2007-2016	Using Innovation to Mitigate Impacts to Streams	\$1,342,521			MoDOT replaced many low water crossings with environmentally friendly bridges, earning stream bank mitigation credits to counter impacts to streams elsewhere. MoDOT also uses the Stream Stewardship Trust Fund to mitigate stream impacts to reduce long term maintenance costs.
2016	Energy Saving Lighting	\$405,000			When existing bulbs for overhead and task lighting burn out, MoDOT replaces them exclusively with LED lamps. LEDs consume much less energy and last far longer, saving both electricity and labor costs. The effort expands beyond offices and maintenance areas. The Rock Port, Mo., welcome center earned LEED Silver certification in part because of its use of LED lighting.

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2016	Choosing the Most Cost-Effective Sign Posts	\$400,000			By changing its one-size-fits-all sign post philosophy, MoDOT saves by choosing the smallest post for the job at hand and avoids costs associated with well-intentioned over-building.
2013-2016	Paperless Contract Storage	\$298,000			By using electronic storage, MoDOT reduces its long term document storage costs. Contracts and bonds prepared for road and bridge work average well over 100 pages each. Creating, modifying and delivering them electronically for approval cuts processing time from 30 days to 3 days. MoDOT's other agreements, such as reciprocal agreements and memorandums of understanding are stored and often produced paperlessly. This expedites the research, review and handling of such documents, saving staff time and other costs.
2012-2016	Remapping Snow Plow Routes	\$190,000			MoDOT's St. Louis District reexamined the routes its snowplow operators drive, discovering changes that resulted in a savings of 10 minutes per cycle. Pavement is treated faster, saving \$9,400 per storm and making the way safer for the millions of travelers in the region in less time.
2016	Reassessing Road Sign Needs	\$150,000			MoDOT looked at every type of sign and learned some were not essential to safe roadways. These are not replaced when they deteriorate.
2014-2016	Using Research to Challenge Culvert Load Standards Saves Cost and Motorist Inconvenience	\$100,000			MoDOT took an innovative approach to research the load capacity of concrete box culvert bridges. By proving that soil fill helps distribute the truck traffic weight carried by this type of bridge, we are able to reduce the number of detailed structural analysis studies needed and avoided placing unnecessary weight restrictions on 3,150 culverts statewide. The effort earned an AASHTO Sweet Sixteen award and other states are using our research results to fine tune their approach for structural analysis on box culvert bridges.
2015-2016	Building on a Strong Base - Intelligent Compaction	\$30,000			Improvements to soil and aggregate compaction under the highway increase pavement service life and decrease maintenance costs for MoDOT. The approach also saves considerable time and labor costs for contractors.
2007-2016	Reducing Crossover Crashes with Median Guard Cable		\$3,778,836,566		Missouri's median guard cable is 95.6 percent successful in slowing and guiding wayward vehicles from crossing into opposing Interstate 70 lanes. Guard cable is used on portions of all Missouri interstates and other major routes. It drastically reduces the number of median crossover crashes which can be devastating, often fatal.
2007-20016	Making Highways Smoother and Safer, Sooner		\$949,430,704		The Smooth Roads Initiative and Better Roads, Brighter Future program were back-to-back efforts that improved 5,600 miles of highways. Completed earlier than scheduled, the efforts delivered smoother pavement, brighter striping, rumble stripes and other safety improvements to the highways that carry 80 percent of Missouri's traffic. These improvements have resulted in \$929 million of safety benefits to the customers since 2007.

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2007-2016	Electronic Truck Pre-Screening at Weigh Stations		\$159,452,200		Electronic pre-screening using weigh-in-motion scales and other technology helps identify the "good players" among commercial truck traffic in Missouri. Transponder-equipped trucks found in good standing are allowed to bypass weigh stations so Missouri State Highway Patrol Commercial Vehicle officers' inspection efforts are more efficient. Motor carriers who participate in the voluntary service save time, fuel and money while Missouri uses the same resources to process an increasing number of trucks.
2007-2016	Web-Based Motor Carrier Credentialing		\$67,815,560		Motor Carrier Express, an online business portal, allows trucking companies to conduct business with MoDOT anytime and drastically reduces the need to speak with an agent. Customers transact more than 165,000 actions each year on their own and receive most required credentials electronically rather than by mail or shipment. Since 2007, Missouri motor carriers realized significant time savings through electronic credential delivery. Trucks get on the road - making money - faster. The MCE system earned the Computerworld Honors award in 2006.
2013-2016	Keeping Cars on the Pavement with High Friction Surface Treatment		\$33,054,947		MoDOT achieved a 20 percent reduction in run-off-road crashes in areas with high rates of ROR incidents by installing high-grip surface treatments. Ideally, the alignment of those road sections would be corrected, but until that is possible, the pavement helps hold vehicles on the driving lanes, reducing skidding.
2009-2016	Earning Competitive Federal TIGER Grants			\$18,903,000	The federal TIGER Discretionary Grant program supports innovative projects and collaborative approaches to difficult transportation issues nationwide. This program allow Missouri to address transportation system needs using federal funds.
2009-2016	Realty to Roads Property Sales Program			\$30,900,000	MoDOT sells state-owned property no longer needed for transportation purposes. The \$30.9 million in proceeds from this program during the past 10 years are reinvested into the road fund. In 2010, MoDOT's Right of Way Division earned the 2010 FHWA Excellence in Right of Way Technical Specialty Award for the team's aggressive approach and rationale in selling excess property.
2013-2015	Realizing Revenue Through Recycling			\$1,758,861	Recycling paper, plastic, ink cartridges and more is second nature for MoDOT office employees. Field staff routinely collect scrap metal, tires, anti-freeze and the like. All of the items are sold with the revenue invested in Missouri's highway system.
2016	Outsourcing Sign Production			\$600,000	Renegotiating the terms and renewing the contract between MoDOT and the vendor that manages business and tourist directional signs on highway right-of-way guarantees MoDOT an additional \$600,000 in revenue annually. The terms also shifted responsibility for sign production and installation to the vendor, freeing MoDOT employees for other work.
2007-2016	Cost Share and Cost Participation Programs			\$1,203,422,000	Communities contribute to state highway projects to receive needed upgrades faster. Revenues from local tax initiatives often provide the local portion in Cost Share Program projects. Local communities provided \$1.2 billion in additional local or federal funding to MoDOT projects in the past 10 years.

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2007-2016	Encouraging Economic Opportunity and Competition Using Federal Funds			\$5,831,607	MoDOT uses Federal Highway Administration funds to administer programs that expand business opportunities for historically disadvantaged groups. By educating business owners how to pursue opportunities with the state and by providing real-world experiences through apprenticeships, MoDOT benefits from an expanded pool of competitive vendors and increased numbers of skilled laborers.